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"Immoral" to slip fish-Bishop

**THE ALLEGED "slip-
ping" of dead fish by
purse seiners, which
littered the sea bed off
Cornwall, and the need
for a 100-mile limit, were
two controversial topics
raised by local fishermen
when Minister of State
Mr. Edward Bishop
visited Devon and
Cornwall last week. Dur-
ing his tour, Mr. Bishop
also urged housewives to
buy more mackerel.**

Top Cornish skipper,
Michael Hosking, told the
Minister at Newlyn: "I am
absolutely sure that a great
amount of fish found at the
bottom has come from the
purse seiners."
"If it is allowed to continue
it will, no doubt, be one of the
reasons why the mackerel
fishery in Cornwall will dis-
appear completely."

There was sympathy from
Mr. Bishop, who declared: "I
think the slipping of fish is
quite immoral."
"It is misuse of resources,
and creates problems for
other fishermen when he has
a load of dead fish."

The catch should be un-
loaded and used in the best
way for food or other kinds of
feed. But the Minister also
stressed the limitations on en-
forcement of any regulations.
One could not police every
vessel, and a lot depended on
the fishermen themselves.

It was one of the most dif-
ficult problems which was
under consideration by the
Ministry, for it was also a
question of whether it was
within our own jurisdiction or
outside the 12-mile limit.
"It is a matter of interna-
tional agreement rather

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May 7, 1976

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PULL OUT CRISIS 50-mile plan AT ICELAND

TRAWLERS which were thought to be abandoning the end war
zone off Iceland on Wednesday after a hammering from gunboats
were heading back to the grounds by the afternoon, according to
a spokesman for the British Trawlers' Federation. Three
trawlers did not leave the grounds, he told *Fishing News*, and vir-
tually the whole fleet of 16 trawlers in the area were to resume
fishing. Earlier in the week skippers had threatened to pull out
from the disputed 200-mile limit unless protection by the Navy
was stepped up. Fisheries Minister, Fred Peart, promised
skippers a decision on protection within 48 hours after a meeting
in London between ministers and representatives of the fishing
industry on Tuesday evening.

Without a decision on protection, the bulk of the fleet was escorted by
gunboats to the edge of the 200-mile limit. But, according to the BTF,
within hours they were sailing back to the grounds. Some 16 trawlers
were on the grounds earlier this week — the number has dropped con-
siderably as vessels have diverted to other areas to avoid persistent
harassment. After it seems we came close to losing the cod war, the BTF
said that skippers are very frustrated, but are not giving up so easily.
There would be more meetings between the industry and Government.

Trawler owners on
Humbly Grove feared a major
breakdown in fishing
operations off Iceland as
more and more complaints
came in of a marked and
definite scaling down in
Navy protection.

Last week the Ministry of
Defence denied these
allegations, insisting no new
instructions had been passed
onto the protection fleet but,
as trawlers returned from
Iceland, skipper after skipper
confirmed the frigates were
clearly playing a far more
passive role.

Since moving back to the
east coast grounds after
Easter, gunboat harassment
has escalated to the extent
where British trawlers are
having to stop fishing
sometimes for days, because
the skippers say they are not
getting the same sort of effective
protection which the fish
Navy frigates so successfully
Continued on page 18

Mr. Bishop said the Scot-
tish were British and were
entitled to fish within the 12-
mile limit. The foreign boats,
including Russians, always
operated outside the limit.

He suggested that the in-
dustry should try to promote
the sale of mackerel to make
it a fish that the housewife
wanted to buy.

Mr. Bishop said that the
representatives of South
Devon Shell Fishermen Ltd.
had expressed their concern
about their particular
difficulties and were asking
financial help. Mr. Bishop
said they were not
could produce decent
evidence of their losses.

But he said the
E.C.C. was
subsidising
gravel, so the
have to pay
Bristol 4322 6142.



BRITAIN needs
fishing limits varying
from 12 to 50 miles,
Minister of State at the
Foreign Office, Roy
Hattersley, has told the
EEC.

100 miles, it seems, is un-
obtainable and the EEC 12-
mile plan would not meet the
industry's needs. So, ex-
clusive use of certain impor-
tant fishing areas up to 50
miles from the coast is what
Mr. Hattersley will be hoping
to achieve.

Initial reaction from the
Fisheries Organization Soci-
ety was that this is a "negotia-
tion" play. We could end up
with a lot less than 50 miles.
The British Trawlers' Fe-
deration was bitter the
minister had not supported
the industry's 100-mile plan.



Limits: let's start again

CHARLES MEEK, chairman of the White Fish
Authority, made a forthright call for the EEC to
review the common fisheries policy in the light
of impending 200-mile limits on Wednesday.

Speaking in Southampton
at the annual dinner of the
Federation of Fish Friers, he
said: "We all know that 200-
mile fishery limits are on
their way, but how much help
such limits will be to Britain
— which will contribute
almost two-thirds of the fish
resource in an EEC pool —
depends upon what new
arrangements can be made
with our EEC partners."

"Here one must recognise
the difficulty of our Govern-
ment negotiating stance.
They will be told that we
already have a common
fisheries policy... you signed
the Treaty of Accession...
where is your community
spirit?"

But, continued Mr. MEEK,
continued on page 18

Saturday was the peak day at the Scottish Fisheries Exhibition at Ayr which closed on
Sunday. Some 110 firms and organisations put their gear and services on show in the
main hall (below) and in an overflow tent. Few new items of equipment were on view,
but one very interesting exhibit was a prototype fishermen's safety suit which could be
worn while working on deck. More details of this and other exhibits in *Fishing News*
next week.

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COLLISION INQUIRY

AN INQUIRY is to be held
into the collision between an
Aberdeen trawler and an oil
rig supply boat last week in
which a fisherman lost his
life. (*Fishing News*, April 23).

The trawler, *Ann Wood*,
had an 8 ft. rent in her side
(right) after colliding with the
Inga Trader two miles off
Buchanness.

The last trawlerman, Peter
Cowie of 4, Chancellor Road,
Portlissie, Banffshire, was
thought to have been thrown
overboard by the impact.

The trawler was towed into
Peterhead by *Eosynus* where
waiting fire engines pumped
out water which was two feet
above the decks. The 500-box
catch was destroyed.

Just after the collision, the
trawler looked to be sinking
rapidly and three crewmen
and skipper who took to a
liferaft, were later picked up
by the Lerwick seiner,
Adonis.

At the time of the incident,
conditions were perfect with
bright sunshine and no wind.

HULL CALLS ON MINISTERS

IMMEDIATE Government
financial assistance for the
fishing industry and Govern-
ment control of cheap fish im-
ports have been urged in
telegrams sent to two
Ministers. This follows a
meeting in Hull last week, of
many sections of the local in-
dustry.

The telegrams, to Mr. Fred

Peart MP, Minister of
Agriculture, Fisheries and
Food and Mr. Anthony
Crosland, MP for Grimsby,
and now foreign secretary, ex-
pressed great alarm and con-
cern at the desperate state of
the industry and the conse-
quent effect of unemploy-
ment on Humberside.

Needs for a British ex-

clusive zone of at least 50-
miles and for owners to know
what type of fishing vessels to
build in the future, were
stressed at the meeting. It was
decided to set up a small
working party to formulate a
co-ordinated regional policy
for the industry, which would
be presented to the Govern-
ment.

Needs for a British ex-

Boston Kestrel loses two sets of gear DOUBLE-CHOP BOAT SAILS HOME

BRITISH trawlers off Iceland took a real battering before they headed for the tip of the 200-mile limit on Tuesday.

Boston Kestrel was forced to turn for home on Monday when her second set of gear was cut away by Odin. She had been on the grounds less than a week and lost both sets of gear nets and trawl doors.

A spokesman for her owners, Boston Deep Sea Fisheries, said she could probably have borrowed gear from another trawler, but it just didn't seem worth it.

On Tuesday the Hull trawler Lord St Vincent had both wurs cut by the gunboat Tyr. The Grimsby trawler Prince Philip collided twice with Tyr as she went to her aid.

The Grimsby trawler Ross Kipling (Skipper B. Serranda) returned to

Grimsby from Iceland on Tuesday with just 102 kits after some of her crew had refused to work because gunboat harassment made fishing nearly impossible.

Ross Kipling had left Grimsby on April 24 and her £2,552 grossing means a huge loss for her owners, BUT.

Violence flared up again last week and, in the worst episode so far, the Hull trawler Arctic Corsair (Skipper Chris Pitts) was held in a collision with the gunboat Odin on Friday afternoon.

The crash was the climax to a day of intense harassment by three Icelandic gunboats and very little fish was

caught by the 22 British trawlers which they continuously harried throughout the day.

Four British frigates and three defence tugs tried to screen the trawlers from the gunboats, but they had extreme difficulty in containing the mobile Icelanders.

Odin successfully cut one warp on the Hull trawler Kingston Pearl in an early attack after outflanking the frigates.

In a day marked for running battles between gunboats and British defence vessels, a collision took place as Odin moved inside Mermaid to attack Arctic Corsair.

According to Icelandic coastguard reports, the Hull trawler turned her bows to the gunboat which was unable to take evasive action because she was sandwiched by Mermaid.

The impact holed the trawler in the bows and Odin received a 30ft. superficial dent along her side, including three small holes. Arctic Corsair was said to be shipping water and a patch had to be welded onto her stern.

Her owners, the Boyd Line Ltd of Hull, immediately ordered her home even though she had never been in any real danger, as a precaution either vessel Arctic Corsair was back in Hull on Monday night.

Skipper Pitts said it was almost impossible to fish because of gunboat activity. Arctic Corsair was out for 11 days and brought back only 106 kits, mostly codstuffs,

which made £2,357.

A spokesman for the owners said the cost of the trip including damage, would be 'enormous'.

He added that the vessel's turn-round time would depend on how quickly she could be drydocked and permanent repairs undertaken.

Earlier last week the tug Euroman and the gunboat Aegir collided in another incident off the east coast. Aegir was attacking the Fleetwood trawler Irvana at the time, but Euroman managed to intercept Aegir and she was reported to have sustained considerable damage to her port quarter and helicopter deck. Euroman was only slightly damaged in her bows.

The next day, on April 27, Irvana was no so lucky and Thor nipped in to chop away one of her warps.

The frequent and persistent Icelandic patrols made fishing extremely difficult and on April 28, disappointed skippers began to complain about lack of proper cover from the frigates.

The Fleetwood trawlers Mareta, Gavina and Norina were the first to withdraw completely from the protection box and, further proof that the Icelanders were finding it easier to interfere with trawling operations, came when Odin cythred through both warps of the Hull trawler St. Gerontius some 50 miles off the south-east coast without meeting much resistance. What there was seemed to come from the trawlers, with Arctic Cavalier trying to ram Baldr.

'Arrest me' says skipper

THE SKIPPER of the Grimsby trawler which had accidentally strayed inside the Icelandic 12-mile limit without her gear being properly stored at one stage offered to give himself up rather than allow his vessel to be arrested.

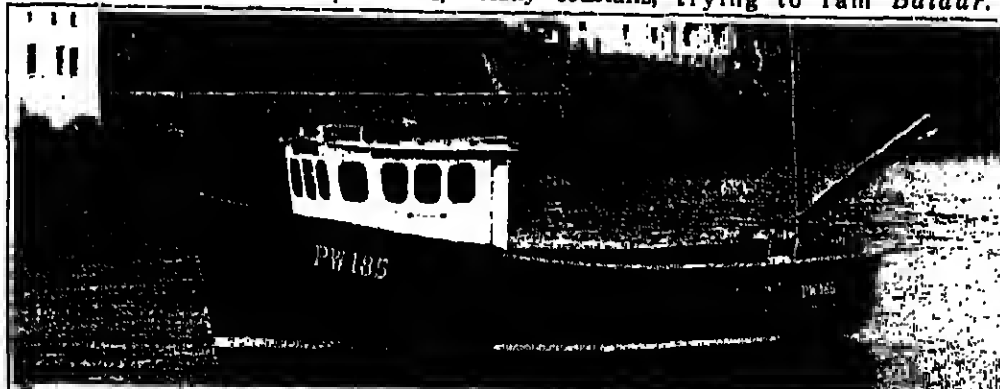
Skipper Eddie Collins of Consolidated Fisheries' Crystal Palace made this gesture when cornered by the Icelandic gunboat Odin inside the old 12-mile limit, which Britain recognises, on April 25.

The gunboat commander, Helgi Hallversson, ordered Crystal Palace to follow Odin into an Icelandic port, but Skipper Collins refused. Instead he offered to accompany the gunboat himself to save his command from being arrested.

Obviously anxious to arrest a British trawler, Odin declined his offer and sought permission from the Icelandic authorities to use her guns to enforce this arrest. But, Justice Minister Olafur Johannsson turned down the request and Crystal Palace was able to escape.

The drama was seen from outside territorial limits by the frigate Galatea and the support ship Hausa.

It is understood the



The first Ogyrus GM32 GRP fishing boat to be fitted out at the Mitchell yard near Mewsgleay, Cornwall, has arrived at her home port of Boscawen. Skippered by George Knight, she is the Crimson Arrow which is powered by a 65 hp Ford Dolphin diesel and has a Smallwood line hawser/capstan. The boat was designed by yard partner, Gary Mitchell.

Near record

THE GRIMSBY pair trawlers Shawnee (Skipper Derok Brown) and Mohave (Skipper Colin Spall) very nearly set up a new port grossalag record last Friday with a combined tally of £23,993 after a 14-day trip to Westerly grounds off Muckle Flugga.

Shawnee turned out 651 kits, and Mohave 556 kits, to gross £12,488 and £10,805 respectively.

A near perfect trip ended in both vessels coming home well laden with large hauls of quality cod, coley and a few haddock.

The pair have been working together since Shawnee was completed last year, but this was easily their best trip. They only just fell short of the £24,738 record set last month by the Margrthe, Bojen and Frances Bojen.

Slater and Shawnee, which is also a record, also landed

mandated by Skipper John Olliviers-Lota; she was not so fortunate picking up only £1,100 from 54 kits after a seven-day pounding from north-easterly winds which restricted the voyage to a mere six hauls.

As this was her maiden landing at Grimsby, one kit of cod was sold for charity and the £35 proceeds were donated to the Fishermen's Dependents Fund by agents, Tom Sleight (R.S.) Ltd.

With the winds falling away, Shawnee sailed inside 24 hours and this time gave some indication of her real potential when landing 122 kits.

Scottish fleet still off Devon

A FLEET of six Scottish-registered purse seiners are now reported to be landing off in Devon — five and 35 more Scots coming.

Along with Quo Vadis, which has been based at Plymouth all through the winter, are Conventaria V, Gallic May, Conquest, Conrade and Courage.

With the winter mackerel season over, the main quarry of the fleet is horse mackerel. This is the first year (UK polagic boats have been working the area in strength and catches do not seem to be as high as in the winter.

One pursar is reported to have had a 50-ton shot off Start Point and it is reported that a lot of the fish is ending up in the meal plant. The 135-footer Chris Andra sailed back to Scotland after going south as far as the Scilly Isles.

Blue whiting trawl for Chris Andra

BRITAIN'S biggest pursar-trawler, the 135ft Chris Andra, was being prepared to go on a trip to the blue whiting grounds at her home port of Fraserburgh earlier this week.

On Tuesday, after a Marine Laboratory dalgic net was loaded aboard, Skipper Andrew Tait Jr sailed and was deciding if he should head away to the blue whiting or go after sprats.

Two Scottish boats Lunar Bow and Vigilant — were reported to have sailed to the blue whiting grounds last week and, if the big pursar joined them, all three would land at Stronoway.

The dalgic net, developed by the Marine Laboratory, is a specially adapted pelagic net which fishes between the bottom and mid-waters. A net would cost a similar amount to a polagic trawl.

It is suitable for vessels of around 1,000 hp and is a four-panel net having a footrope length of 48m, height 18m, spread 37m, and has 600mm mesh in the forward panel. Chris Andra is equipped with 4.3 sq.m. Subarkrub-type trawl doors, which will operate a few fathoms off the sea bed.

The pursar Pathfinder has landed her first catch of blue whiting at Stronoway's inner harbour pier.

Under contract to the Highlands and Islands Development Board for two ten-ton catches, Skipper Bert Andrews of Maldens, Ayrshire, landed over 50 tons — most of which went for fish meal.

Skipper Andrews said that his net is still not as he wanted it and some adjustment was needed.

The Highlands and Islands Development Board said at the Scottish Fisheries Exhibition last week that several UK and foreign commercial concerns had shown 'substantial interest' in the board's proposals for the development of offshore facilities on the Western Isles to support a new year-round fishery based on the reduction of blue whiting and other species to fish meal and oil.

March 12, 1976

May 7, 1976

May 7, 1976

Two Marr ships named at Hull

TWO NEW wet fish stern trawlers for J. Marr & Son Ltd., built by the Drypool Group, were named on Tuesday at Hull.

The two new vessels, Navina and Armana, are

similar in design to the Swen Hunter-built Norina and Idena, and will work from Fleetwood.

Navina was named at Hull's William Wright Dock by Mrs. Harold Baker, wife of Marr's Fleetwood stores

Shetland gives Iceland support

"I AM GRATEFUL for the support I have found here in Shetland for the Icelandic point of view in the cod war," said Icelandic MP, Mrs. Sigurberg Bjarnadottir, after visiting the islands at the invitation of the Scottish National Party.

The SNP had invited the Icelandic minister of fisheries to visit Scottish ports, but instead he asked Mrs. Bjarnadottir, who represents a fishing community, to accept.

She came to Shetland via Edinburgh, where her tour included a visit to Herring Industry Board headquarters.

Mrs. Bjarnadottir said she felt very much at home in Shetland, which reminded her of her own home in Iceland, and she felt the two places had much in common.

"One thing in common," she said, "is definitely the fishermen's worries about the depleted fisheries in Shetland waters. I find Shetland fishing policy both realistic and reasonable — concentrating on inshore fishing rather than spending time and expensive fuel going to distant waters."

Mrs. Bjarnadottir was grateful for the support she found in Shetland. "Nearly everyone has been on our side. It is a common interest to find a sensible solution to the dispute and to stop over-fishing wherever it is practised."

NINE halibut weighing a total of 57 stone have sold for £375 at Wick fish market. The fish were landed from the 30ft. line boat Be In Time (Skipper John Sinclair). They were caught on grounds near Freewick, Caithness, during one night's fishing.

manager, while Armana was named by Mrs. James Cahill, wife of Marr's Fleetwood cashier, at the Alxanders Dock.

Each vessel has an overall length of 132ft. and has accommodation for 16 men.

Armana will be the first of the two to go into commission and will be commanded by Skipper John Burns, who previously skippered Marr's freezer Cracilla.

The delivery of the two new vessels brings on and to Marr's current building programme. So far, the company has taken over 11 ships built at different yards.

A SCARBOROUGH skipper hit the lighthouse pier and ran aground late at night, with less than 6ft. of water, after he came into harbour fearing his keelboat might sink.

Scarborough magistrates fined the skipper, Stanley Wright of Northole, £20 after he admitted trying to take his vessel into the harbour when there was insufficient water, under by-laws dating back 133 years.

Philip Newall, prosecuting for Scarborough Council

DUTCH STAY FOR SOLES

SEVERAL Dutch beam trawlers were in Fleetwood Docks for the weekend, despite earlier reports that many had decided to return to Holland because of indifferent fishing.

In previous years, May and June have been the peak of the Morecambe Bay sole season, so the vessels may stay until then.

Since the Dutch vessels began coming in force, around six years ago, they have worked the area for longer and longer periods which, many inshore fishermen claim, is the reason for the big sole decline

Back in the money, too, was Consolidated Fisheries' Gillingham (Skipper John J. London). She grossed £28,369 from 1,517 kits after another Norway coast voyage.

Even the Icelandic landings scored well, despite the reduced catches.

BUT's Northern Gift (Skipper David Palfrey) led the way on 1,399 kits, which sold for £28,170, but there were inevitable losses at the other extreme from Aldershot (£15,533) and Russ Renown (£21,557).

It was a week to remember in the middle water section with nearly everyone in five-figure grossings. Individual honours went to Taylor's Yesso (Skipper Peter Brown), which netted £20,000 for the first time in the com-

Bumper week for Grimsby

A HUGE catch of White Sea plaice by Boston Boeing (Skipper Colin Newton) was the highlight of a really spectacular week's trade at Grimsby as April ran out.

Back from a 24-day trip, the big sidewinder grossed £47,818 from 2,184 kits; all except for a few of dabs and rockfish were medium and big-small plaice, including some top grade flats.

Even BUT's Ross Revenge (Skipper Johnny Mosdow) could not match such outstanding performance and, for once, had to settle for second-best. After a 23-day Norway coast trip, she netted up £41,178 from 2,201 kits of codstuffs and reds.

Back in the money, too, was Consolidated Fisheries' Gillingham (Skipper John J. London). She grossed £28,369 from 1,517 kits after another Norway coast voyage.

Even the Icelandic landings scored well, despite the reduced catches.

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It was a week to remember in the middle water section with nearly everyone in five-figure grossings. Individual honours went to Taylor's Yesso (Skipper Peter Brown), which netted £20,000 for the first time in the com-

pany's history, by just £88, from a big 958-kit haul after a 17-day Faroes/Westerly trip. But, collectively, BUT went through another "golden week" with Ross Tiger (£18,817), Ross Cougar (£13,194), Ross Leopard (£17,472) and Ross Jachal (£18,325) maintaining their remarkable run from Faroes trips.

Feeling her way back into things after nearly 300 days laid up was Sir Thomas Robinson's Priscillian (Skipper Bob Clapham), but she was one of the unlucky few who failed to score heavily and had to make the best of £6,032 from a 17-day Westerly trip of 495 kits, mostly of codstuffs and reds.

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Published weekly.
Postal subscription rate
£7.50 overseas
Registered as a newspaper at
the Post Office.

ABC
110 FLEET STREET
LONDON EC4A 3JF
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Boston Kestrel loses two sets of gear DOUBLE-CHOP BOAT SAILS HOME

BRITISH trawlers off Iceland took a real battering before they headed for the tip of the 200-mile limit on Tuesday.

Boston Kestrel was forced to turn for home on Monday when her second set of gear was cut away by Odin. She had been on the grounds less than a week and lost both sets of gear nets and trawl doors.

A spokesman for her owners, Boston Deep Sea Fisheries, said she could probably have borrowed gear from another trawler, but it just didn't seem worth it.

On Tuesday the Hull trawler Lord St Vincent had both warps cut by the gunboat Tyr. The Grimsby trawler Prince Philip collided twice with Tyr as she went to her aid.

The Grimsby trawler Ross Kipling (Skipper B. Scrrens) returned to

Grimsby from Iceland on Tuesday with just 102 kits after some of her crew had refused to work because gunboat harassment made fishing nearly impossible.

Ross Kipling had left Grimsby on April 24 and her £2,552 grossing means a huge loss for her owners, BUT.

Violence flared up again last week and, in the worst episode so far, the Hull trawler Arctic Corsair (Skipper Chris Pitts) was holed in a collision with the gunboat Odinn on Friday afternoon.

The crash was the climax to a day of intense harassment by three Icelandic gunboats and very little fish was

caught by the 22 British trawlers which they continuously harried throughout the day.

Four British frigates and three defence tugs tried to screen the trawlers from the gunboats, but they had extreme difficulty in containing the inebriate Icelanders.

Odinn successfully cut one warp on the Hull trawler Kingston Pearl in an early attack after outflanking the frigates.

In a battle marked by running battles between gunboats and British defence vessels, a collision took place as Odinn moved inside Mermaid to attack Arctic Corsair.

According to Icelandic coastguard reports, the Hull trawler turned her bows to the gunboat which was unable to take evasive action because she was sandwiched by Mermaid.

The impact holed the trawler in the bows and Odinn received a 30ft. superficial dent along her side, including three small holes. Arctic Corsair was said to be shipping water and a patch had to be welded onto her stem.

Her owners, the Boyd Line Ltd of Hull, immediately ordered her home even though she had never been in any real danger, as a precaution either vessel.

Arctic Corsair was back in Hull on Monday night.

Skipper Pitts said it was almost impossible to fish because of gunboat activity. Arctic Corsair was out for 11 days and brought back only 108 kits, mostly codstuffs.

which made £2,357.

A spokesman for the owners said the cost of the trip including damage, would be "enormous".

He added that the vessel's turn-round time would depend on how quickly she could be drydocked and permanent repairs undertaken.

Earlier last week the tug Euroman and the gunboat Agir collided in another incident off the east coast. Agir was attacking the Fleetwood trawler Irvana at the time, but Euroman managed to intercept Agir and she was reported to have sustained considerable damage to her port quarter and helicopter deck.

Euroman was only slightly damaged in her bows. The next day, on April 27, Irvana was no so lucky and Thor nipped in to chop away one of her warps.

The frequent and persistent Icelandic patrols made fishing extremely difficult and, on April 28, disappointed skippers began to complain about lack of proper cover from the frigates.

The Fleetwood trawlers Meretta, Gavina and Norina were the first to withdraw completely from the protection box and, further proof that the Icelanders were finding it easier to interfere with trawling operations, came when Odinn scythed through both wires of the Hull trawler St Gerontius some 50 miles off the south-east coast without meeting much resistance. What there was seemed to come from the trawlers, with Arctic Cavalier trying to ram Baldur.

Scottish fleet still off Devon

A FLEET of six Scottish-registered purse seiners are now reported to be landing off in Devon — and there are unconfirmed reports of between five and 35 more Scots coming.

Along with Quo Vadis, which has been based at Plymouth all through the winter, are Convallaria V, Gallic May, Conquest, Comrade and Courage.

With the winter mackerel season over, the main quarry of the fleet is horse mackerel. This is the first year UK pelagic boats have been working the area in strength and catches do not seem to be as high as in the winter.

One purser is reported to have had a 50-ton shot off Start Point and it is reported that a lot of the fish is ending up in the meal plant. The 135-footer Chris Andra sailed back to Scotland after going south as far as the Scilly Isles.

Blue whiting trawl for Chris Andra

BRITAIN'S biggest purser-trawler, the 135 ft Chris Andra, was being prepared to go on a trip to the blue whiting grounds at her home port of Fraserburgh earlier this week.

On Tuesday, after a Marine Laboratory delagic net was loaded aboard, Skipper Andrew Tait-Jr sailed and was deciding if he should head away to the blue whiting or go after sprats.

Two Scottish boats Lunor Bow and Vigilant — were reported to have sailed to the blue whiting grounds last week and, if the big purser joined them, all three would land at Stronoway.

The delagic net, developed by the Marine Laboratory, is a specially adapted pelagic net which fishes between the bottom and mid-waters. A net would cost a similar amount to a pelagic trawl.

It is suitable for vessels of around 1,000 hp and is a four-panel net having a footrope length of 48m, height 18m, spread 37m, and has 600mm mesh in the forward panel. Chris Andra is equipped with 4.3 a.q.m. Suberkrub-type trawl doors, which will operate a few fathoms off the sea bed.

The purser Pathfinder has landed her first catch of blue whiting at Stronoway's inner harbour pier.

Under contract to the Highlands and Islands Development Board for two ten-ton catches, Skipper Bert Andrews of Malden, Ayshire, landed over 50 tons — most of which went for fish meal.

Skipper Andrew said that his net is still not as he wanted it and some adjustment was needed.

The Highlands and Islands Development Board said at the Scottish Fisheries Exhibition last week that several UK and foreign commercial concerns had shown "substantial interest" in the board's proposals for the development of shore facilities on the Western Isles to support a new, year-round fishery based on the reduction of blue whiting and other species to fish meal and oil.

Two Marr ships named at Hull

TWO NEW wet fish stern trawlers for J. Marr & Son Ltd., built by the Drypool Group, were named on Tuesday at Hull.

The two new vessels, Navina and Armona, are

similar in design to the Swen Hunter-built Norina and Idena, and will work from Fleetwood.

Navina was named at Hull's William Wright Dock by Mrs. Harold Baker, wife of Marr's Fleetwood stores

Shetland gives Iceland support

"I AM GRATEFUL for the support I have found here in Shetland for the Icelandic point of view in the cod war," said Icelandic MP, Mrs Sigurlaug Bjarnadottir, after visiting the islands at the invitation of the Scottish National Party.

The SNP had invited the Icelandic minister of fisheries to visit Scottish ports, but instead he asked Mrs. Bjarnadottir, who represents a fishing community, to accept.

She came to Shetland via Edinburgh, where her tour included a visit to Herring Industry Board headquarters.

Mrs. Bjarnadottir said she felt very much at home in Shetland, which reminded her of her own home in Iceland, and she felt the two places had much in common.

"One thing in common," she said, "is definitely the fishermen's worries about the depleted fisheries in Shetland waters. I find Shetland fishing policy both realistic and reasonable — concentrating on inshore fishing rather than spending time and expensive fuel going to distant waters."

Mrs. Bjarnadottir was grateful for the support she found in Shetland. "Nearly everyone has been on our side. It is a common interest to find a sensible solution to the dispute and to stop over-fishing wherever it is practised."

Philip Newall, prosecuting for Scarborough Council

manager, while Armona was named by Mrs. James Cahill, wife of Marr's Fleetwood cashier, at the Alexandra Dock.

Each vessel has an overall length of 132ft. and has accommodation for 16 men.

Armona will be the first of the two to go into commission and will be commanded by Skipper John Burns, who previously skippered Merr's freezer Criscilla.

The delivery of the two new vessels brings an end to Merr's current building programme. So far, the company has taken over 11 ships built at different yards.

DUTCH STAY FOR SOLES

SEVERAL Dutch beam trawlers were in Fleetwood Docks for the weekend, despite earlier reports that many had decided to return to Holland because of in-different fishing.

In previous years, May and June have been the peak of the Morecambe Bay sole season, so the vessels may stay until then.

Since the Dutch vessels began coming in force, around six years ago, they have worked the area for longer and longer periods which, many inshore fishermen claim, is the reason for the big sole decline

'SINKING' SKIPPER GETS £20 FINE...

A SCARBOROUGH skipper hit the lighthouse pier and ran aground late at night, with less than 6ft. of water, after he came into harbour fearing his kaelboat might sink.

Scarborough magistrates fined the skipper, Stanley Wright of Nordale, £20 after he admitted trying to take his vessel into the harbour when there was insufficient water, under by-laws dating back 133 years.

Philip Newall, prosecuting for Scarborough Council

which controls the harbour, said that a system of tidal signals were in operation at the lighthouse.

Skipper Wright told the court that he was returning to port after 48 hours at sea because of a strong wind forecast. He said a sand bank was very bad and the following day it was removed by the dredger.

He had been anxious for the safety of his boat, because she was taking in water in the engine room. When Nordale hit the pier, about £600 of damage was caused to the

Bumper week for Grimsby

A HUGE catch of White Sea plaice by Boston Boeving (Skipper Colin Newton) was the highlight of a really spectacular week's trade at Grimsby as April ran out.

Back from a 24-day trip, the big sidewinder grossed £47,819 from 2,194 kits; all except for a few of dabs and rockfish were medium and big-smell plaice, including some top grade flets.

Even BUT's Ross Revenge (Skipper Johnny Meadows) could not match such an outstanding performance and, for once, had to settle for second-best. After a 23-day Norway coast trip, she notched up £41,178 from 2,201 kits of codstuffs and rads.

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It was a week to remember in the middle winter section with nearly everyone in five-figure grossings. Individual honours went to Taylor's Yesso (Skipper Peter Brown), which bettered £20,000 for the first time in the com-

pany's history, by just £83, from a big 988-kit haul after a 17-day Faroes/Westerly trip.

But, collectively, BUT went through another "golden week" with Ross Tiger (£18,617), Ross Cougar (£13,194), Ross Leopard (£14,722) and Ross Jackal (£18,326) maintaining their remarkable run from Faroes trips.

Feeling her way back into things after nearly 300 days laid up was Sir Thomas Robinson's Priscillian (Skipper Bob Clepham), but she was one of the unlucky few who failed to score heavily and had to make the best of £6,032 from a 17-day Westerly trip of 495 kits, mostly dogs.

Sciner landings were somewhat erratic. Edloi (Skipper Leif Grnvosoul) made the best trip of the year on £7,711 through the Tom Sleight (P.S.) Ltd. agency, while other vessels like Ork (Skipper Tony Bennett) could manage only 28 kits (£628) because of some very lumpy weather on the southern grounds.

The price market, too, was very odd with a vast range of prices.

NORWAY'S Shipping Directorate has developed a coal-lined raft and fire-proofed cabin to be mounted on the stern of a ship, enabling the crew to stay aboard longer during a fire. The raft can carry 36 people and stay sealed for up to six hours.

'Arrest me' says skipper

THE SKIPPER of the Grimsby trawler which had accidentally strayed inside the Icelandic 12-mile limit without her gear being properly stowed at one stage offered to give himself up rather than allow his vessel to be arrested.

Skipper Eddie Collins of Consolidated Fisheries' Crystal Palace made this gesture when cornered by the Icelandic gunboat Odinn inside the old 12-mile limit, which Britain recognises, on April 25.

The gunboat commander, Helgi Hallvardsson, ordered Crystal Palace to follow Odinn into an Icelandic port, but Skipper Collins refused. Instead he offered to accompany the gunboat himself to save his command from being arrested.

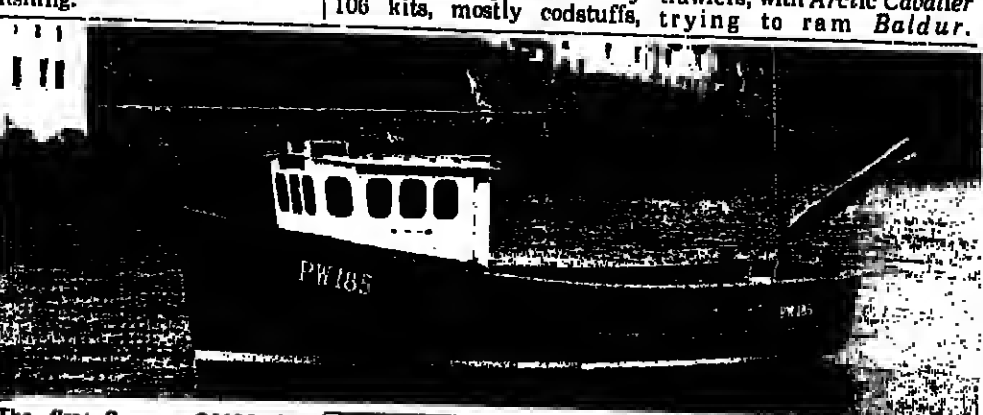
Obviously anxious to arrest a British trawler, Odinn declined his offer and sought permission from the Icelandic authorities to use her guns to enforce the arrest. But, Justice Minister Olafur Johannesson turned down the request and Crystal Palace was able to escape.

The drama was soon from outside territorial limits by the frigate Galatea and the support ship Hausa.

It is understood the

Icelanders were annoyed at their minister's decision when such an important prize was within their grasp.

A spokesman for Consolidated Fisheries said they were in contact with Crystal Palace throughout the confrontation and instructed Skipper Collins on what action he should take. After steaming south, Crystal Palace was able to resume fishing.



The first Oygus GM32 GRP fishing boat to be fitted out at the Mitchell yard near Mevagissey, Cornwall, has arrived at her home port of Boscastle. Skipped by George Knight, she is the Crimson Arrow which is powered by a 65 hp Ford Dolphin diesel and has a Smallwood line hawser/captain. The boat was designed by yard partner, Gary Mitchell.

Near record

THE GRIMSBY pair trawlers Shawnee (Skipper Derek Brown) and Mohave (Skipper Colin Spall) very nearly set up a new port grossing record last Friday with a combined tally of £28,893 after a 14-day trip to Westerly grounds off Muckle Flugga.

Shawnee turned out 661 kits, and Mohave 556 kits, to gross £12,488 and £10,805 respectively.

A near perfect trip ended in both vessels coming home well laden with large hauls of quality cod, coley and a few haddock.

The pair have been working together since Shawnee was completed last year, but this was easily their best trip. They only just fell short of the £24,738 record set less than a month ago by Margrethe Bojer and Frances Bojer.

Sleiser-ship Slou, which is solo fly shooting, also landed at Grimsby last week. Com-

manded by Skipper John Oliveira-Lota, she was not so fortunate picking up only £1,100 from 54 kits after a seven-day pounding from north-easterly winds which restricted the voyage to a mere six hauls.

As this was her maiden landing at Grimsby, one kit of cod was sold for charity and the £35 proceeds were donated to the Fishermen's Dependents Fund by agents, Tom Sleight (F.S.) Ltd.

With the winds faring away, Slou sailed inside 24 hours and this time gave some indication of her real potential when landing 172 kits, £1,964 after seven days on Wednesday.

fishing news

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Published weekly.
Postal subscription rate
£7 per annum
£7.50 overseas
Registered as a newspaper at
the Post Office.



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THE RAPID expansion of crab fishing off south-west England led to fears that the stocks may become overfished. So, in 1968, a study was set up to see whether the existing minimum size regulations — 4 in. (115 mm) shell (carapace) width in Devon, 5 in. (127 mm) in Cornwall, Dorset and Hampshire — ensure the best possible sustained yield.*

In order to make this assessment a considerable amount of background knowledge was required, including details of landings, the effects of fishing, natural mortality, and the growth and migrations of crabs in the area. In order to study crab movements, tagging experiments were carried out between 1968 and 1974.

Method of tagging

Each crab was marked with a numbered plastic disc, attached by bridled terylene, threaded through two holes pierced through the epimeral line, along which the crab's shell splits when moulting. The ends of the terylene were secured by a lead seal.

These tags remain attached to the crab even after moulting. A reward of 50p, plus the market value of the crab, was offered for the return of a tagged crab, together with information on its time and place of recapture.

Release areas
As the most productive crab fishing area is off the south coast of Devon, the earlier tagged crab releases were concentrated here. Tagging did, however, extend westwards to Mounts Bay and eastwards to the Royal Sovereign (Figure 1).

The main aims of these releases were to determine growth rates of both male and female crabs, and to study migratory movements.

A total of 9,332 tagged crabs were released on the inshore areas between 1968 and 1971, and 5,964 were released

RESULTS OF LONG CRAB TAG SURVEY

on the offshore grounds between 1971 and 1974. Numbers recaptured

Most of the crabs were recaptured within two years of release, but a few were recovered up to five years later. Of the 9,332 tagged crabs released on the inshore grounds, 1,916 (21 per cent) were recaptured up to the end of 1975.

The proportion of the tagged crabs released, which are subsequently recaptured, depends upon the intensity of fishing in the area.

In some inshore areas, notably around the River Dart and Start Point, up to 40 per cent of those released were recaptured. Of the 6,964 tagged crabs released on the offshore grounds, 711 (12 per cent) were recaptured.

Although the numbers recaptured were generally lower offshore, the area 20-30 miles off Start Point is heavily fished and up to 43 per cent were recaptured.

Migrations
Because of the possibility of error when reporting recapture positions, only those crabs which have moved a distance of 10 or more nautical miles from the release area have been considered.

Ten per cent of the 372 male crabs were recaptured and 19 per cent of the 1,644 females were caught 10 or more miles from their inshore release positions. The majority, 58 per cent of the males and 80 per cent of the

females, moved in a westerly or south-westerly direction.

These down-Channel movements were particularly apparent among crabs released inshore off the Start Point area (Figure 2a). Several crabs were caught around the Lizard peninsula.

Releases were made off Coverack, Porthleven and in Mounts Bay, but the majority were recaptured within 10 miles of the release points.

Offshore releases
Eighteen per cent of the 130 male crabs recaptured and 32 per cent of the 581 females were caught 10 or more miles from their offshore release positions.

The majority, 61 per cent of the males and 87 per cent of the females, moved in a westerly or south-westerly direction.

These results are similar to those of inshore releases, showing the majority of crabs moving down the Channel.

Following the releases made in mid-Channel, the majority of crabs were recaptured off Start Point, both on the inshore and offshore grounds (Figure 2b).

Some crabs released on the offshore grounds 25 miles south of Start Point moved northwards, being caught further inshore. Tagged crabs from other release areas (Figure 2b) have also been caught on the inshore Start Point grounds, as well as elsewhere.

The most easterly release point was on the Royal Sovereign Shoals off Sussex (Figure 2c).

Although the crabs have only been at liberty for just over one year, recaptures already show a strong westerly movement, the majority being recaptured off Selsey, the nearest major crab fishery.

Distances moved
Many of the crabs released offshore were recaptured by British boats up to 100 miles from their release area. French crabbers and the Institute of Marine Fisheries at Nantes also assisted by returning crab tags.

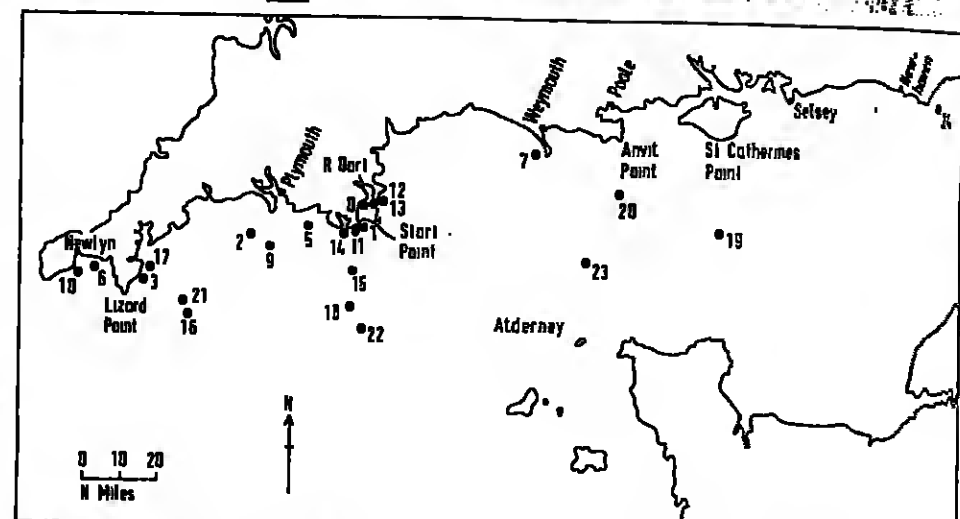
The record distance moved was held by a female crab of carapace width 6 in. (149 mm) released 24 miles south of Dodman Point in 1972 and recaptured by a French boat off the Finistère coast in 1975, having moved 155 miles south.

Conclusions
The results from the tagged crab releases on both the inshore and offshore grounds have clearly shown the ability of crabs to move considerable distances. The majority of movements have been made by female crabs.

Crabs released east of Start Point generally move down the Channel in a westerly or south-westerly direction.

The migrations of female crabs are probably related to breeding behaviour. The young stages of crabs are planktonic, floating in the water for about four weeks before settling to the sea bed as small crabs. During this four week period they are at the mercy of the currents.

The company has invited the Guernsey Sea Fisheries Committee to set up a group in which all relevant interests are represented, so that they can consider the implications of the company's proposals.



Top: suture-tag attached to a crab. Above: Figure 1. Positions of release of tagged crabs, 1968-74. Right: Figure 2. Recapture positions of male (X) and female (O) crabs which moved 10 or more miles from the release areas. (A) Prewie Point, October 1971; (B) one female recaptured 122 miles to the west, not shown; (C) 12 miles south of Anvil Point, July 1973; (D) Royal Sovereign Shoals, September 1974.

The migratory movements of the mature females may be associated with the dispersal of the planktonic larval stages.

From these studies, it appears that the grounds off Start Point are particularly attractive to female crabs. The autumn fishery in this area is based almost exclusively on large mature females with ripe ovaries (crust).

This particular area of the English Channel may well be a rich feeding ground for females, or the bottom sediments may be particularly suitable for berried females.

Laboratory observations have shown that berried crabs tend to dig hollows in the bottom sediment and lay up there for some considerable time.

Male crabs do not seem to move over long distances. The stocks of male crabs are, therefore, localised and dependent upon recruitment from local sources. Female crabs, on the other hand, make considerable migratory movements which produce

complex stock relationships. Females released on the offshore grounds off Start Point and further east have been recaptured on the inshore grounds along the south coasts of Devon and Cornwall.

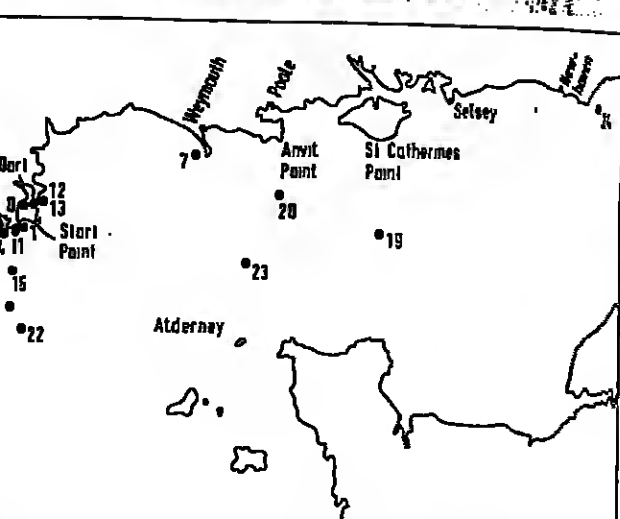
Conversely, crabs released inshore have been caught further offshore, particularly westwards of the release area. Thus, female crabs move

and make representations. These would include shoregatherers, divers, fishermen and ecologists.

During 1973 and 1974, the company conducted a number of laboratory experiments in the breeding and rearing of ormers. These techniques have been well known to the Japanese, who have been successful in this field.

Contacts were established in Japan and Dr. Yukato Uno, of the Tokyo University of Fisheries, with his assistant, Juan-Walford, visited Guernsey in May 1976 as guests of the company to discuss the problems and make preliminary surveys of the island's waters and beaches. The company already has a local staff to undertake technical assistance, to train local staff to undertake technical or university training in Japan.

The company's farm is situated in 41 acres of water, 100 yards from the shore, in the expanding industry in the rearing of oysters. Seed is imported, kept for about six months and exported to farmers in Britain and on the Continent.



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HOW TO STORE LOBSTERS

WE HAVE been wondering whether we can store lobsters in keeps in the creek here so we can keep an eye on them.

"But we have been told that they may die if too much fresh water comes down the creek after rain or if the temperature of the water rises too high. Is this true?"

Yes. The quantity of salt in the water and its temperature are two of the principal factors which affect the storage of lobsters in keeps. A third is the quantity of oxygen in the water.

As a rule, there should be at least two parts per million of dissolved oxygen and 2.5 per cent of salt in the water, and its temperature should not rise much above 15.5 deg. C if they are to remain in good condition.

More oxygen is required at higher temperatures or lower salinities. It is also required after feeding.

Small lobsters, presumably because they are more active, require more oxygen than large ones, but there is no difference between the requirements of cock and hen lobsters.

Normally coastal waters contain from 7-13 parts of dissolved oxygen per million parts of water and lobsters are unlikely to suffer from lack of oxygen in a keep moored in them.

If they should happen to do so, they are likely to become sluggish and to stand on the tips of their walking legs with the abdomen arched down. Beyond this stage they become weak and motionless, and feel limp if you pick them up.

Weaken
If the temperature of the water rises too high, lobsters will gradually weaken and die. If it changes suddenly, their bodies and legs become straight and stiff, and they usually lie motionless on their sides until they become acclimatised to the new temperature. If the temperature should be extreme, they will remain inactive until death.

Coastal waters seldom contain more than 3 per cent salt by weight and this percentage may fall considerably near river mouths during apices.

If the salinity becomes too low, lobsters will gradually weaken and become very quiet. And if it remains too low for too long, they will ab-

out the English Channel, but they undoubtedly tend to concentrate on the highly productive grounds off south Devon.

*This is a summary of Fisheries Notice No. 41 issued by the MAFS Directorate of Fisheries Research. Copies are available free from The Fisheries Laboratory, Burnham-on-Crouch, Essex.

DEEP SEA REEL

SOME time ago you described a type of deep sea reel made by a firm in Norway.

I think it was called a 'Snella' or 'Flottersnella' reel — or something like that. Do you know where I can get details of it?

The reel I described was the Flottersnella made by Abjorn Hergard in Trondheim.

It may be still available, but I think it has been replaced by a range of more sophisticated reels.

One of these is called the Hergard Deep Sea Reel; another the Ulabrand Deep Sea Reel; and a third, which can be supplied with a short,

sorb water and swell, the membrane at the junction between carapace and abdomen being the place where the most obvious swelling occurs. Lobsters that have swollen appreciably, are unlikely to recover.

Permutations and combinations of oxygen and salt content, and temperature, affect lobsters in a variety of ways. For instance, at high oxygen and salt concentrations, they can tolerate a water temperature of 30 deg. C. If the salinity drops to 1 per cent they die at temperatures above 26 deg. C.

If the oxygen concentration falls to two parts per million, they cannot tolerate temperatures higher than 26 deg. C. If salinity and oxygen content both drop to these levels, a temperature of no more than about 18 deg. C. can be tolerated.

It is clear that the chief risk likely to be encountered, if you propose to store lobsters in a keep moored near the surface in a creek or estuary, is that of fresh water flowing down it after heavy rain.

Expose
It may remain as a layer on the surface and expose the lobsters to some exceptionally low salinities for a while.

They are, of course, also likely to be badly affected if the water is ever polluted by insecticides, creosote, oils and, particularly, insecticides, or if copper, zinc, lead or paints containing them are used in constructing a keep.

Catching crawfish
I AM a lobster fisherman and over the years have caught about a dozen crawfish in my crooks — east coasters.

There is evidence — from skin divers who do not fish commercially — that there are crawfish around the islands and I have been wondering if it would be worth my while to fish for them with creels or in any other way.

I should, therefore, like to know whether east coast type creels are suitable for catching crawfish and, if not, what type are best; what kind of bait attracts them most; and also of any other ways of catching them — apart from diving.

ANY QUESTIONS?
IF YOU have any questions about boats, equipment, gear or methods, John Burgess always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

along rod, the Blue Sea Reel. Particulars and prices of these are obtainable from Pegley-Davies Ltd., Harsham Trading Estate, Walton-on-Thames, Surrey, agent for the sale of Horgard reels, lines, lures, etc. in the UK.

Rosevear top
MILFORD Haven had its biggest grossing of the year when Rosevear (Skipper Alex Simpson) returned from the Irish Sea ground last week with 228 kits worth £6,453.

The vessel had been at sea for 12 days and 640 and 200 were her main varieties.

It was also a good week for Pictou's Sealion (Skipper Trevor Saiter) which landed 161 kits to make £4,377. On the same day Norrard Star (Skipper Jim Manson) landed 138 kits for a grossing of £3,320.

Between them, the vessels landed 35 of haddock, 50 of cod, 35 of whiting, 120 of roker, five of turbot and brill, 15 of plaice, and five of soles.

Also landing was the beam trawler Arthur Harbey (Skipper John Donovan). The vessel, which had been at sea for seven days, landed 48 kits which sold for £1,400.

John Burgess' Log



Knotless netting

A FEW years ago, when it was first introduced, there was a lot of talk about knotless netting and it was predicted that it would be used instead of knotted netting.

"Were these predictions right? I haven't seen any kind of nets made of it."

Despite the advantages claimed for it — that it cost less to make, was less bulky, would suffer less from abrasion and therefore retain its strength for longer than knotted netting and so on, I don't think knotless netting

has been used much in this country for any purpose.

Some purse seines may have been made of it for its abrasion resistance when hauled through power blocks and so may some sprit trawls.

The fact that a leading manufacturer of it in this country — W. and J. Knox Ltd., of Kilbirnie, Ayrshire — only makes it in half and one inch mesh sizes and sells it by the square metre seems to indicate that it is used principally for making eel traps and perhaps sand eel seines.

More effective traps for them are Cornish inkwell pots made of willow, French barrel pots and the new Kavel plastic pots, which all have large diameter pot entrances.

Fishermen in Cornwall who catch crawfish in pots do not set them primarily for the species. They set them for lobsters and crabs, crawfish being a welcome addition to the catch.

The bait which you use in your creels to attract lobsters

is, therefore, likely to serve as well as any for catching crawfish.

Since synthetic twines were introduced, the use of tangle nets for catching crawfish, as well as other species, has regained popularity.

Off the Cornish coast, nets usually used are known as ray nets, as they are designed primarily for catching skate and rays.

They are mostly about 120 yards long set in by the half to fish 60 yards. Made of very strong nylon twine, mesh size is 17 in. and they are eight meshes (about 6 ft.) deep. They are moored in the same way as bottom gill nets, anchors being used on smooth ground or weights of chain on rough ground.

It might pay you to try using one or two ray nets around the islands. They will certainly tangle what crawfish are there and also large fish of other species.

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S.M. Wills

Skye boats surviving the storm

Inshore fishermen have been having a difficult time and those on the Isle of Skye, off the west coast of Scotland, are no exception. Their only solace has been the plight of the big east coast boats which sometimes use the Island. With the comparatively low investment in small boats, Skye fishermen have kept their costs down. Also, the poor facilities on the Island have discouraged any big expansion of the local fleet.

FOR AN ISLAND of its size, there are relatively few harbours and fishing ports on Skye. But with a population of only 9,000, the number of villages able to support a fishing fleet are bound to be limited.

The island was not in the fore-front of the Highland clearances, so is still very

largely undercrofting control and, with the mountainous nature of the land, most communities are near the coast.

Fishing has always been part of the crofters' year, though, due to unpredictable weather, it is not usually a full-time occupation. This has led to a tendency among West Highlanders to go for small boats with minimal crews, unlike the East Coast fishermen who see a boat as much more of a business venture, looking to ever larger and more sophisticated craft for the future.

There are still part-time crafter fishermen who operate very largely as their forebears did — using open boats under 20ft. Most local fishermen are now professionals able to work creels in their hundreds rather than in scores, or to engage in light trawling.

Virtually all the local boats are around 35ft. to 40ft., so most owners have escaped the new DTI safety regulations. Those who do come into the DTI category are worried about their ability to raise the necessary cash at a time when fishing is on the decline; most of them are biding their time to see if any help is forthcoming.

Ferry

The three principle ports are Portree, Uig, on the island, and Kyle of Lochalsh, which is the main ferry terminal on the mainland side. By far the most important fishing port in the area is Mallaig, which has already been extensively covered in an earlier *Fishing News* report.

Each of the three ports has a fish and shellfish buying organisation and these are the main landing places, although landings are also made at Dunvegan, Armadale, Struan and Kyleakin, all on the island. Portree and Kyle are both on the sheltered side of the island, and form the nucleus of the large scampi fishing.

After herrings, *Nephrops* or "scampi" as they have become known, rank as the most important fishing in the area.

Nephrops are caught both by creeling and by trawling — though there is a marked difference between the qualities achieved by each method.

Creel boats are usually of about 35ft., with a crew of two men, and need little more than a mechanical hauler and a depth sounder to operate successfully. Smaller boats could operate the gear quite easily, but would be restricted by poor weather.

A fair-sized boat is needed, as up to 600 creels are worked by one boat and, although light, they are bulky. The local creels consist of a simple wire frame covered with netting, with two 4in. eyes. They are in fact similar to West Coast lobster creels, though they differ in having no base nor extra weights. This is because they are fished at depths of over 20 fathoms, on mud rather than rock, so damage from the movement of waves is minimal.

Nephrops live in holes in the mud and emerge usually at half light or on very dull days. It would seem that only a small percentage of the shellfish are actually caught as the stocks do not seem to have depleted much since the fishing started.

The creeling method seems to catch a considerably larger *nephrops* than the trawl, though not nearly so many. The reason for this is uncertain, but it would seem that the large specimens can "out-run" a trawl and reach their burrows in time.

Prices vary considerably with size. Creel *nephrops* are always sold whole and alive, though experiments have been tried in freezing them whole. Trawled *nephrops* are sold like this where possible, but there is always a high mortality in a trawl. In this case they are tailed, and the body and claws thrown away.

Oddly enough, there is little friction between creelers and trawlers, although they are in competition. Mutual respect seems to exist amongst the local fishermen and whereas lapses do occur, they do not, on the whole, develop into all-out war.

More harmful by far are the mid-water herring trawlers — particularly the pair trawlers — to a creel boat's gear. The problem is that herring fishing largely takes place by night, when it is difficult to spot marker buoys, and pair trawlers, even if they do spot the markers, are not as manoeuvrable as a simple boat.

Together

Small trawlers of about 40ft. are roughly equal in number to the creel boats, and the two together comprise the bulk of the area's locally-owned boats. In the winter it is often difficult to spot them amongst the many and massive East Coast and Mallaig herring boats. In addition to *nephrops* they trawl for white fish.

The exceptions to this pattern occur in the late winter, when shoals of whiting and cod come into the area to spawn, and in the

ports. One of the main reasons for this is that in autumn when *nephrops* and fish are scarce, the local boats are more likely to be seen for their gear, and a very small boat can hope for a West Coast fish.

Nobody would be surprised if it happened to a local fisherman that his gear is ripped up and destroyed deliberately and that, as trawling in the Loch is illegal anyway, they should be protected.

The trawlers claim that the three-mile limit is ridiculous, as not everywhere within the three miles is a breeding area, though it would appear that Loch Dunvegan. The Camerons Report recommended the abolition of the limit years ago, yet it continues to exist, and trawlers are prepared to take the risk of detection and fines. They say, they have no choice.

The Highlands and Islands Development Board encourages skippers to buy small trawlers and gives grants and loans towards them, yet it is obvious that such boats are incapable of operating outside three miles in West Coast waters, because of the depth and unstable weather.

Perhaps the fairest solution would be to abolish the three-mile limit, but to declare certain designated conservation areas where fish could breed unmolested and where only creeling is allowed. This would not help the local fishermen much, except in helping to preserve stocks, and it might be dangerous to start discriminating against one method of fishing as against another.

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There is a consistent scallop fishing, based largely on Kyle, which consists almost entirely of diving. Dredges do come up from the South, but the bottom tends to be too harsh on toothed scallop dredges, and the damage is likely to outweigh the yield. Most persistent of the dredgers was *Day Star*, which spent two seasons marauding from Uig, but when two sets of gear were wrecked in one week, they gave up the unequal struggle.

Big earnings

Scallop diving started about eight years ago when, even with greatly reduced prices, individual divers were able to make up to £700 in a good week. The stocks have thinned out very considerably since then, but the price has also risen so that a diver can still earn £200 in a reasonable week after expenses.

Unlike other areas, there is no conflict between divers and fishermen; in fact it is more the reverse, as five minutes of a diver's time can save a boat a day's fishing which would have been lost if it had had to be shipped or dried out.

There is one story, however, of a scallop dredger which took to following a diver's boat around until it mysteriously found a rope around its propeller. After the skipper had to pay the divers to take it off, he decided to go and find his own bed!

Inshore

Lobster used to be the staple fishing of inshore fishermen before a market was found for the *nephrops*, but they have become very scarce now on the East Coast of Skye. Most of the fishermen who now fish them operate in small dinghies.

In the Outer Isles of Harris, Lewis, the Uists and Barra, a considerable summer fishing takes place with large fleets of creels set in deep water. One local man who still fishes lobster on the scale is Tex Geddes of shark-harpooning fame, who operates his ferrocement boat *Petros* from the Isle of Soay.

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bought by Portree Fisheries Ltd., but whereas the deep-water lobster tend to be on the large side, the inshore specimens are more often smaller than one would like.

Several English boats come up for the summer season, among them *Velvet Dawn*, and as a correspondent to *Fishing News* pointed out, there is little difference between Scottish purse seine fishing for mackerel from Cornwall and Cornishmen working large-eyed creels in deep water for Hebridean lobster.

Crab has been fished to a greater or lesser degree in the area for many years, Kyle again being the centre. Until recently, Van Smirick's sent a lorry up from Berwick-on-Tweed but the increase in the quantities of crab landed in the North East of England, coupled with rising transport costs, has made it uneconomical. They still do buy local crab but transport has to be found going south to make it possible.

Best month

The season extends from June to November — though the best months are August and September. Quantities are potentially good, but the fact that the season coincides with the lobster season means that few people are interested. With the minimum price of lobster per pound being greater than that of crab per stone, who can blame them?

Kyle of Lochalsh, Portree and Uig each has its own buying organisation. These vary in style and emphasis on what is sought, but they have one thing in common: none of the companies does a significant amount of processing.

Labour

Portree Fisheries does, from time to time, process *Nephrops*, fish and scallops, but the company has been bedevilled by a chronic shortage of regular labour. The reason for this is not clear, though the island's considerable tourist trade cannot help matters. It would seem that a community, which does not have a tradition in this type of work like the East Coast fishing ports, will not take readily to it. Certainly the vital female labour is just not forthcoming, and though man will and do work in fish processing, there is a fast turn-over of staff.

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pany in the area and is owned by the London-based Minch Shipping and Trading Co Ltd., though it is Scottish financed. The group has retail and wholesale outlets in London, Billingsgate and Edinburgh, interests on the Continent and the Minch Shellfish Co. on North Uist.

The company has enjoyed mixed fortunes in Portree since its foundation, but has taken on a new lease of life with the engagement last year of Donnie Campbell as manager.

Mr Campbell's family was in the fish trade in Portree many years ago, but he left to build up a chain of fish shops in Glasgow. On retirement in Skye he found the pace too slow, and has put his experience and talents to the benefit of Portree Fisheries since.

Trawlers

The company buys *Nephrops*, both live and tailed, and white fish from the trawlers and creel-boats based in Portree. In the Spring a number of Kyle and East Coast boats chose to sell their fish here, too. The harbour is the most sheltered of the three, and is close to the productive Cullin grounds.

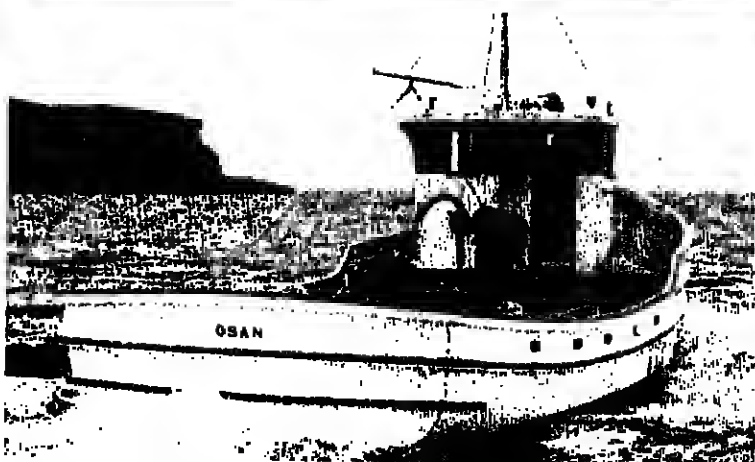
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Two creeling boats operate full-time from Portree — *Capey* and *Harmony*, which have their accounts kept by the company — and *Ivanhoe*, from Stornoway, is a regular weekly visitor. Amongst the trawlers, *Iris* and *Hispania* have their home base and *Greenesteele* and *Catrina* are also kept locally. There are usually several other boats on long or short visits at the harbour.

The company buys and freezes the bulk of local salmon, the rights to which are owned by the Matheson family of Portree. Until recently scallops were shelled and frozen, but a spectacular rise in prices have forced them to stop this operation as unprofitable. It seems that the major exporters of queens cannot sell them unless accompanied by scallops, so that competition for scallops has been high.

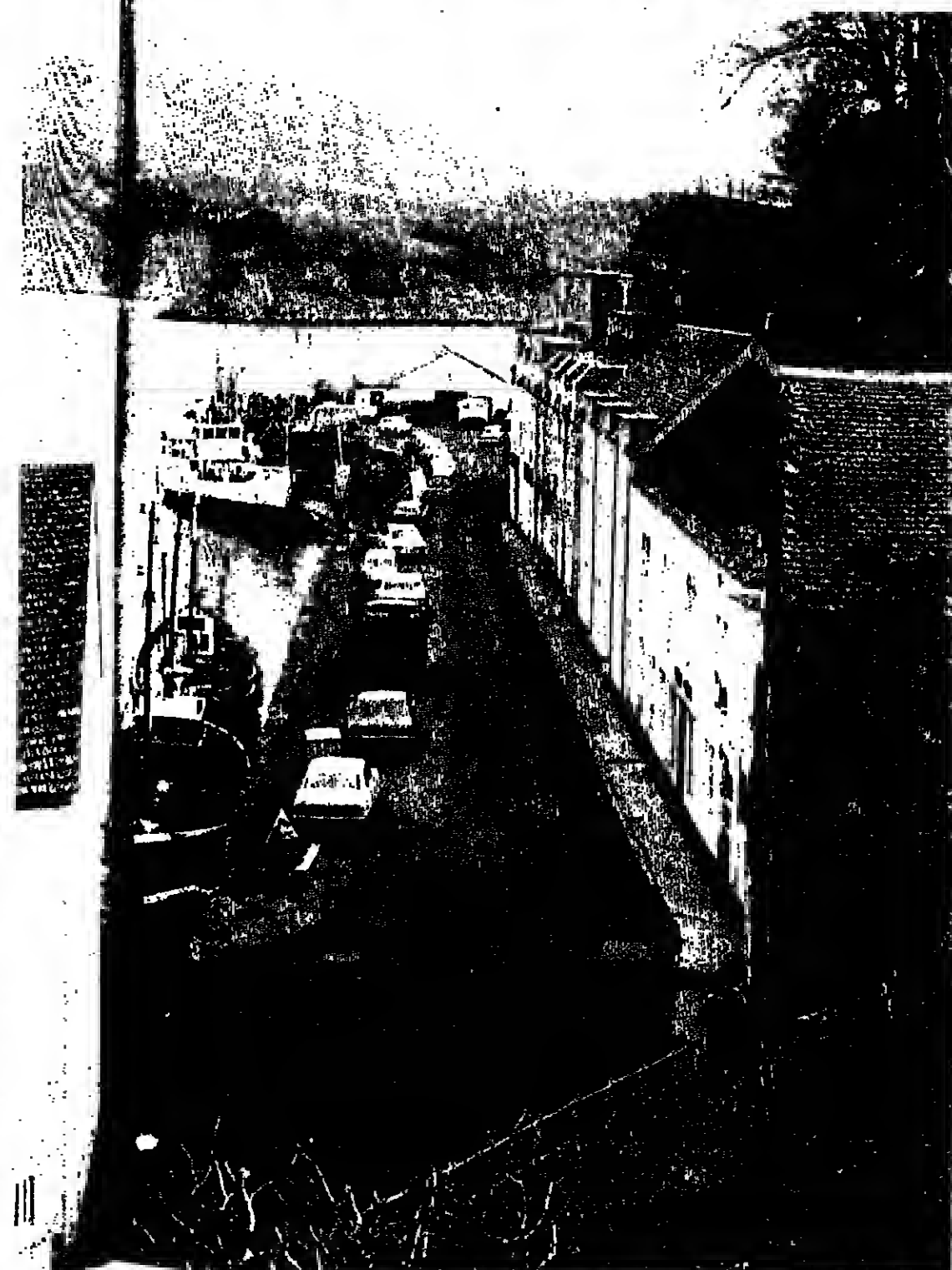
The company now acts as agent for Van Smirick's in this respect, as it does with queens and crabs. Queens are also bought on behalf of Associated Fisheries. They are also the buyers of winkles which are gathered from the shores in varying quantities. Most of them are taken in the Spring when the lowest tides occur. Another governing factor in the availability of winkles, and many more would probably be collected in the summer, were the people not busy working in the tourist trade. Other buyers



Top left: The 36 ft. GRP-hulled Stornoway boat, *Ivanhoe*, is a regular visitor to Portree. Left: The locally-owned ferrocement boat *Petros*.



Above: The fish pier at Kyle of Lochalsh. Below: The Gardenstown crew of the purse seiner *Heritage* which puts in at Kyle of Lochalsh.



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Scampi is sent to Fleming of Anstruther on a one or two-day basis, which involves meeting the Fleming transport half-way, at Spean Bridge. The company has the only flake ice machine in the area, as well as blast freezing, cold store and chill-room facilities. There is also a kippers machine used, depending on availability of suitable herring from Uig.

Two creeling boats operate full-time from Portree — *Capey* and *Harmony*, which have their accounts kept by the company — and *Ivanhoe*, from Stornoway, is a regular weekly visitor. Amongst the trawlers, *Iris* and *Hispania* have their home base and *Greenesteele* and *Catrina* are also kept locally. There are usually several other boats on long or short visits at the harbour.

The company buys and freezes the bulk of local salmon, the rights to which are owned by the Matheson family of Portree. Until recently scallops were shelled and frozen, but a spectacular rise in prices have forced them to stop this operation as unprofitable. It seems that the major exporters of queens cannot sell them unless accompanied by scallops, so that competition for scallops has been high.

The company now acts as agent for Van Smirick's in this respect, as it does with queens and crabs. Queens are also bought on behalf of Associated Fisheries. They are also the buyers of winkles which are gathered from the shores in varying quantities. Most of them are taken in the Spring when the lowest tides occur. Another governing factor in the availability of winkles, and many more would probably be collected in the summer, were the people not busy working in the tourist trade. Other buyers

SKYE

Continued from page 9

are Blocks of Campbeltown and Unkles of Glasgow, both of which maintain agents on the island.

At least forty tons are gathered on a good spring tide, though an average is nearer 12 tons over the 14 day period. The majority of winkle go to France, Holland and Spain.

More boats are based at Kyle than at either of the other two ports, and being on the mainland side of the best route from the island, the village is territorially more convenient from a buyer's standpoint than the other two.

However, these assets are making life more difficult for local fishermen, as more boats — by no means all fishing boats — want to use the meagre facilities.

The two main piers are the railway pier which is a large, solid structure, built well above the high tide mark. As well as the railway station it houses MacBrayne Haulage's offices and warehouses, the local annual office and Duncan Beaton's fish and shellfish buying establishment, plus the fishing pier.

The fishing pier is a basic structure on legs, designed purely for landing and discharging and offers no protection to boats tying up alongside it. The only boats which use it, are the very highest seiners or strictly non-fishing boats. It has now become a place for mending and storing gear, and a car park for crew buses belonging to East Coast crews, who find Kyle a convenient place to leave their boats at the

weekends. The advantage of Kyle in this respect are that it has no pier dues, unlike Mallaig, and the road system is very much better to the East than Mallaig's.

Most landing and tying up by local boats is done at the railway pier, but in recent months this has become more and more difficult in view of the attentions of the Royal Navy and the oil industry.

The Navy's interest is a torpedo testing area in the sound of Raasay, but based on Kyle. Civilian chartered vessels and Naval support boats are often tied up at one time. Add to this a couple of tugs from Howard Donih's oil platform-building site at Kishorn and a few Mallaig seiners, and there is complete confusion.

Difficult

Local boats are finding it increasingly difficult to discharge their catches and to take on oil, let alone to tie up for the night.

Duncan Beaton's is run by Murdoch MacLeod, son-in-law to Duncan Beaton who gave the company its name. He acts as agent for Moray Fish Supply Ltd. of Buckie, which sends transport daily to collect the boxes of *Nephrops* and bags of scallops. The main bulk of creel *Nephrops* is landed here, and there are eleven boats engaged virtually full-time on this fishing. These are: *Crest*, *Sceptre*, *Heather*, *Gaile*, *Downton Star*, *Viking*, *Golden Rule*, *Incentive*, *Edith* and *Iso* from Applecross and Betty from Clochan.

Curlew and *Misty Isle* combine this form of fishing with others, though most of the *Misty Isle's* fishing takes place out of Uig.

Beaton's also buy salmon,

the bulk of which goes fresh to Baxters of Billingsgate, and some white fish. The company also has a wet fish shop and a fish and chip take-away and restaurant.

Large quantities of white fish are landed in the spring spawning season — mostly whiting — and the buyer for this has been D. Leiper of Aberdeen, which collects every day during the season.

The fuel concession is in the hands of MacLean and MacRae's boatyard — recently acquired from Beaton's. The boatyard is very busy and is something of a success story. In addition to having shipping and storage facilities for boats up to 50 ft., the yard has recently embarked on fitting out of Halmatic GRP hulls, and its first two examples, *Luncheon* and *Curlew*, are highly successful.

The yard also runs two passenger launches, with a daily service to Applecross, on an isolated part of the mainland, plus periodic charters for crews who leave their boats in Loch Na Beiste for the weekends.

Across the water in Kyleakin, facilities for fishermen are virtually nonexistent, yet it is a preferable place to tie up.

The village is separated by a mere five-minute ferry ride from Kyle, yet the inconvenience and cost of the ferry service has meant that, business-wise, Kyleakin is little more than an "also-ran". The price of a £1 per car, and very much more for a large lorry, has led to constant protests from locals who feel the service should be paid for out of the rates, yet it is the delays and the inconvenience which detract from the village's potential as much as anything.

Kyleakin harbour consists of a small, sheltered estuary,

FISHING NEWS

bounded on the north side by a promontory from the end of which ferries operate. There is a fishery pier on the south side, which is even smaller than Kyle's and equally inadequate. In addition it is reached by a road too small to allow passage for a large lorry.

Natural shelter is provided, but discharging is hopeless as the outer harbour always has boats — hardly any locally-based — tied up. At times during the herring season, as many as twenty boats may be there, although only two at a time can tie up alongside the actual pier. The lines of boats stretch over half-way across the estuary — blocking the exit to the sea.

Caledonian MacBrayne, the ferry operators, now plan to build another pier from the old ferry slip opposite, to tie up the ferries too. This really will complete the blockade.

Small boats can tie up to the well alongside the ferry road but there is so much sitting that only at high tide can they get in and out.

Changes

If the situation at Kyle continues to deteriorate, boats will be forced to use Kyleakin even more, but some radical changes will have to be made if this is to happen.

The only herring port on the Isle of Skye is at Uig, in the north of the island on Loch Suizort. Like Kyle and Kyleakin, Uig is a ferry terminal, but this time it is out-tide to allow access. A channel has been dug to help this situation, but it now means that, while a boat may be afloat inshore, it then gets stuck on its way out!

Another drawback is the lack of an ice plant. This may be of no consequence in winter, but it is a definite drawback in summer. Coupled with this is the chance of

herring port — Kyle was the former one — and he was the herring salesman until his death. He also operated the Uig Fishselling Co., with its buying and chandlery departments.

The job of selling herring has now gone to Jim Boyd, of the Stormont-based North Minch Fishselling Co. Ltd. Ian has been based at Uig for six years, and buys herrings principally from Croan's and Chisholm. He also handles landings of white fish and *Nephrops* and keeps the accounts of various local boats, including *Golden Dawn*, *Greencastle* and *Cairnora*.

Other herring buyers are Sandy Park of S. A. MacRae's Fraserburgh factory and Roddy MacKinnon who both buys and transports herring for MacFisheries of Fraserburgh.

Uig is much closer to the North Minch herring grounds than Mallaig and given a chance, it should enjoy a steady and more profitable trade, but the facilities are too far below standard to attract either skippers or buyers in any great numbers. The main problem is the harbour itself which is a circular cove carved out of the East side of Loch Suizort, and the prevailing south-west wind blows straight into the bay.

If the pier were solid it would offer sufficient shelter for stores of boats, but only the first 50 yards or so is filled in, and for a boat to shelter behind this it must depend on tides to allow access. A channel has been dug to help this situation, but it now means that, while a boat may be afloat inshore, it then gets stuck on its way out!

West Highlanders are often criticised for being unbusinesslike or unbusiness-like, but this could be one occasion where their reluctance to develop ulcers could just pay off.

March 27, 1976

May 7, 1976

VESSELS REVIEW

HERD and Mackenzie of Buckie has built a 74ft. wooden cruiser-sterned seiner for local skipper, W. Humphrey.

With a beam of 21ft. 6in., *Joysona* is of traditional Scottish layout, but has been fitted with storage reels for the seine ropes in preference to the more usual storage bins.

These reels are now becoming more popular as the bine cause a lot of chafing on the ropes.

Joysona is powered by a Kelvin TBSC8 engine, rated at 300 hp at 1,350 rpm, and drives the propeller through a Reintjes 4:1 reverse and reduction gearbox.

Driven from the main engine are a 10kW 110V McLaren DC generator, a 3.5kW 24V Transmotor alternator, a Gilmeac 250/700 Mblige pump, plus hydraulic pumps for steering gear, winch, rope reels and power block.

Another McLaren generator, Transmotor alternator and Gilmeac pump are driven from the Lister HRW3MA auxiliary engine, which develops

321 hp at 1,500 rpm. Tanks have capacity for 2,100 gallons of fuel oil and 370 of fresh water.

The Sutherland combination seine and trawl winch is fitted below the whaleback and is powered by a Dowty hydraulic pump, driven from the fore end of the main

engine through a Sutherland step-up gearbox and clutch. A Rapp 19R power block is fitted at the deckhouse, while the rope reels were supplied by Loeise Hydraulic Co. of Falkirk.

The deckhouse and whaleback are of steel and the gutting shelter is

fabricated from aluminium. Insulated on the hulkheads, the fishroom has a capacity of 3,400 cu. ft. and is fitted with steel posts and wooden boards.

Wheelhouse equipment includes Elac LAZ 71 echo sounder and LAZ61 fishfinder, Decca 914 radar, 350 autopilot, Mk. 21 Navigator and track plotter, 'Sailor' radio telephones, Woodsons talk-back system, Tenford H110 power assisted steering gear, Wynstron window wiper, Flinn horn and Francis searchlight.

The galley is fitted with a Kempasafe oil-fired cooker with back boiler. Bunks for eight are arranged in the cabin, which is heated by a Reflex oil stove.

Electronics meeting

THE DEVELOPMENT of electronics in the fishing industry will be the subject of a three-day residential symposium on marine electronics at the University of Southampton from July 5-8.

The conference is being organised by the Society of Electronic and Radio Technicians in association with the Institution of Electrical and Electronics Technicians Engineers.

A wide and varied programme is to be presented in five sessions covering communications, navigation and radar, automation and the use of computers, education, training and future development of marine electronics and safety etc.

Eighteen papers will be presented by authors

drawn almost equally from marine radio operating companies, electronic equipment manufacturers, ship owners and operators, and from government.

The registration fee is £88, plus VAT, and this includes participation in the conference, full board in the university and a proportionate volume of papers.

Further information can be obtained from the Registrar, Marine Electronics Symposium, SERT, 8-10 Charing Cross Road, London WC2H 0HP.

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